GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:985
ANSWERED ON:02.03.2016
Late Running of Trains
Singh Shri Sunil Kumar

Will the Minister of RAILWAYS be pleased to state:

(a) the details of trains running between Delhi-Ranchi-Delhi at present;

(b) the average time of delay of the trains running between Delhi-Ranchi-Delhi during the last six months;

(c) the reasons for delay and steps taken to avoid it;

(d) whether the Government has received any demand to run the Ranchi-New Delhi Rajdhani Express on daily basis; and

(e) if so, the time by when it is likely to be run on daily basis and if not, the reasons therefor?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI MANOJ SINHA)

(a) to (e) A Statement is laid on the Table of the House.
*****

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 985 BY SHRI SUNIL KUMAR SINGH TO BE ANSWERED IN LOK SABHA ON 02.03.2016 REGARDING LATE RUNNING OF TRAINS.

(a) At present, following 07 pair of trains are running between Delhi and Ranchi:

i. 12825/12826 Ranchi-New Delhi Jharkhand Sampark Kranti Express (bi-weekly)
ii. 12453/12454 Ranchi-New Delhi Rajdhani Express (bi-weekly)
iii. 12439/12440 Ranchi-New Delhi Rajdhani Express (bi-weekly)
iv. 12877/12878 Ranchi-New Delhi Garib Rath Express (tri-weekly)
v. 12817/12818 Hatia-Anand Vihar (T) Jharkhand Swarn Jayanti Express (tri-weekly)
vi. 12873/12874 Hatia-Anand Vihar (T) Jharkhand Swarn Jayanti Express (tri-weekly)
vii. 18109/18110 Jammu Tawi-Rourkela Express (Daily)

(b) & (c) Out of the above 7 pairs, the following 3 pairs have suffered significantly higher delays on Delhi-Ranchi-Delhi sector:

â€¢ 12817/12818 Hatia-Anand Vihar (T) Jharkhand Swarn Jayanti Express
â€¢ 12873/12874 Hatia-Anand Vihar (T) Jharkhand Swarn Jayanti Express
â€¢ 12825/12826 Ranchi-New Delhi Jharkhand Sampark Kranti Express

Average delay to the above three pairs of trains have been in the range of 214-588 minutes.

All the above trains running between New Delhi and Ranchi traverse through Mughalsarai-Allahabad-Ghaziabad sector and therefore suffer enroute detention as this sector is facing severe capacity constraints due to saturated line capacity with more than 150% line capacity utilization. These trains also lose heavily on account of law and order problem as beyond Mughalsarai, these trains traverse through Left Wing Extremism (LWE) affected areas of Bihar and Jharkhand and often lose time due to speed restrictions imposed in the face of Maoist threats issued from time to time by various left wing groups. Other than the above two factors, asset failures and execution of capacity enhancement works have also contributed towards loss of punctuality of trains on Delhi-Ranchi sector.

Railways have initiated both long term and short term measures to improve punctuality on Ranchi-Delhi sector. These measures include sensitization of staff involved in train operations, efforts to minimize asset failures, rectification of failures in shortest possible time etc. Long term measures for improving punctuality over Indian Railways include better coordination with State governments to deal with law and order problems, allocation of resources for improving infrastructure through capacity enhancement works, especially on saturated routes to overcome the impediments that affect punctuality.

(d) & (e) Requests/representations for speeding up of trains or/and attachment of coaches including sleeper class coaches are received at vario
us levels of Railways administration viz. Stations, Divisional level, Zonal level and Railway Board"s level and action as found feasible

is taken from time to time. However, Indian Railways do not maintain a compendium of such representations.

Increase in frequency of 12453/12454 Ranchi-New Delhi Rajdhani Express (bi-weekly) and 12439/12440 Ranchi-New Delhi Rajdhani Express (bi-weekly) into daily is not feasible, at present, due operational and resource constraints including path constraints.

*****